FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2006-23

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2006-01

2005-26-10		Engine Components Inc.	Appliance: Engine Cylinder Assemblies
2005-26-11		DG Flugzeugbau GmbH	Sailplane: DG-800B and DG-500MB
2005-26-12	S 2004-08-13	Burkhardt Grob Luft-Und Raumfahrt Gmbh & Co Kg	Sailplane: G103 Twin Astir, G103 Twin II, G103A Twin 11 Acro, G103C Twin III Acro, and G 103 Twin III SL
2005-26-13	S 2002-22-11	Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-26-14		Burkhardt Grob Luft-Und Raumfahrt Gmbh & Co Kg	Sailplane: G103 Twin Astir
2005-26-53	E	Pacific Aerospace Corporation	750XL

Biweekly 2006-02

2001-08-14R1	R 2001-08-14	Turbomeca S.A.	Engine: Arrius Models 2B, 2B1, and 2F
2005-24-10		American Champion Aircraft Corp.	7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC, 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC
2005-26-53		Pacific Aerospace Corporation Ltd.	750XL
2006-01-05	S 87-12-05	Honeywell International Inc.	Engine: T5309, T5311, T5313B, T5317A, T5317A-1, and T5317B series turboshaft, T53-L-9, T53-L-11, T53-L-13B, T53-L-13BA, T53-L-13B S/SA, T53-L-13B S/SB, T53-L-13B/D, and T53-L-703 series turboshaft
2006-01-11		Cessna	208 and 208B
2006-02-51	E	Raytheon	390

Biweekly 2006-03

2006-02-08		Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-02-12		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG–100, DG–400, DG–500 Elan Series, and DG–500M
2006-02-51	FR	Raytheon	390

Biweekly 2006-04

2006-02-12	COR	Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DC-400, DG-500 Elan, and DG-500M
2006-03-08		Aero Advantage	Appliance: Vacuum Pumps
2006-03-17		Polskie Zaklady Lotnicze	PZL M26 01

Biweekly 2006-05

2006-04-15		Turbomeca	Engine: Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft

Biweekly 2006-06

2006-01-11 R1	R 2006-01-11	Cessna	208 and 208B
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-06-01		Eurocopter France	Rotorcraft: EC 155B and B1
2006-06-02		Eurocopter France	Rotorcraft: SA-365N, SA365N1, AS-365N2, and SA-366G1
2006-06-06	S 2005-07-01	Cessna	208 and 208B
2006-06-51	E	General Electric	Engine: CT7-8A

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Biweekly 2006-07

2005-13-09	COR	GROB-WERKE	G120A
2006-06-16		Lycoming Engines	Engine: AEIO–360–A1B6, AEIO–360–A1E6, IO–360–A1B6, IO–360–A1B6D, IO–360–A3B6, IO–360–A3B6D, IO–360–C1C6, IO–360–B1G6, IO–360–C1G6, IO–360–C1E6, LO–360–A1G6D, LO–360–A1H6, O–360–A1F6, O–360–A1F6D, O–360–A1G6D, O–360–A1H6, O–360–E1A6D, O–360–F1A6, IO–360–C1D6, LIO–360–C1E6, LO–360–E1A6d, LIO–360–C1D6
2006-06-17		Turbomeca	Engine: Arriel 1B, 1D, and 1D1 certain turboshaft
2006-07-06		Cirrus Design Corporation	SR20, SR22

Biweekly 2006-08

2006-06-06	COR S 2005-07-01	Cessna	208 and 208B
2006-07-15	S 2003-07-01	Thrush Aircraft Inc.	S–2R, S2R–G1, S2R–R1820, S2R–T15, S2R–T34, S2R–G10, S2R–G5, S2R–G6, S2RHG–T65, S2R–R1820, S2R–T34, S2R–T45, S2R–T65, 600 S2D, S–2R, S2R–R1340, S2R–R3S, S2R–T11, S2R–G1, S2R–G10, S2R–T34, S2R–G1, S2R–G10, S2R–G6, S2RHG–T34, S2R–T15, S2R–T34, S2R–T45, S–2R
2006-07-20		Turbomeca	Engine: Makila 1 A2 turboshaft
2006-08-01	S 97-24-09	BURKHART GROB LUFT-UND RAUMFAHRT GMBH & CO. KG	Sailplane:G 103 C Twin III SL
2006-08-06		Eurocopter France	Rotorcraft: SA-360C, SA-365C, SA-365C1, and SA-365C2

Biweekly 2006-09

2002-11-05-R1	R 2002-11-05	Air Tractor	AT-501
2006-06-51	FR	General Electric	Engine: CT7-8A
2006-07-15	COR S 2003-07-01	Thrush Aircraft Inc.	S–2R, S2R–G1, S2R–R1820, S2R–T15, S2R–T34, S2R–G10, S2R–G5, S2R–G6, S2RHG–T65, S2R–R1820, S2R–T34, S2R–T45, S2R–T65, 600 S2D, S–2R, S2R–R1340, S2R–R3S, S2R–T11, S2R–G1, S2R–G10, S2R–T34, S2R–G1, S2R–G10, S2R–G6, S2RHG–T34, S2R–T15, S2R–T34, S2R–T45, S–2R
2006-08-07		Brantly Helicopter	Rotorcraft: B-2, B-2A, and B-2B
2006-08-08		Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09		Air Tractor	AT-802A
2006-08-11		Pilatus	PC-12 and PC-12/45
2006-08-12	S 2001-24-51	MD Helicopters	Rotorcraft: 600N
2006-08-13		Pratt & Whitney Canada	Engine: PW535A

Biweekly 2006-10

2002-11-05-R1	COR R 2002-11-05	Air Tractor	AT-501
2006-08-08	COR	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09	COR	Air Tractor	AT-802 and AT-802A
2006-09-10		Eurocopter France	Rotorcraft: SA-365 N1, AS-365 N2, N3, SA 366 G1, and EC-155B and B1

Biweekly 2006-11

2006-01-11 R1	COR R 2006-01-11	Cessna	208 and 208B
2006-06-06	COR S 2005-07-01	Cessna	208 and 208B
2006-10-21		Engine Components Inc.	Appliance: Engine Connecting Rods

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Biweekly 2006-12

2003-21-09 R1	R 2003-21-09	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2006-11-14		Sikorsky	Rotorcraft: S-92A
2006-11-16	S 98-22-11	Honeywell International Inc.	Engine: T5311A, T5311B, T5313B, T5317A, T5317A-1, and T5317B series, T53-L-11B, T53-L-11D, T53-L-13B, T53-L-13B/D, and T53-L-703 series turboshaft
2006-11-17		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, and D1
2006-11-18		Pacific Aerospace Corporation Ltd.	750XL
2006-11-19		DORNIER LUFTFAHRT GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2006-12-07	S 2005-26-10	Engine Components Inc.	Appliance: Engine Cylinder Assemblies

Biweekly 2006-13

68-17-03R1	R 68-17-03	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-10-19		Eurocopter France	Rotocraft: EC130 B4
2006-10-21	COR	Engine Components Inc.	Appliance: Engine Connecting Rods
2006-12-25		General Machine - Diecron, Inc.	Appliance: Actuator Nut Assembly
2006-13-05	S 2005-26-53	Pacific Aerospace Corp. Ltd.	750XL
2006-13-06		Rolls-Royce Corp.	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2, 250-C18, -C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and "C20W series turboprop and turboshaft
2006-13-11	S 2002-21-08	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-13-12	S 98-12-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2

Biweekly 2006-14

2006-13-10	S 92-07-05	Raytheon Aircraft Company	See AD
2006-13-14		Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, 230 and 430
2006-13-15		Mitsubishi Heavy Industries	MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, MU-2B-60
2006-14-03		Honeywell International Inc.	Engine: TPE331-1, -1U, -1UA, -2, -2UA, -3U, -3UW, -3W, -5, -5A, -5AB, -5B, -5U, -6, -6A, -6U, -8, -8A, -9, -9U, -10, -10A, -10AV, -10B, -10G, -10GP, -10GR, -10GT, -10J, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UJ, -10UK, -10UR, -11U, -11UA, -12, -12B, -12JR, -12UA, -12UAR, -12UER, and -12UHR series turboprop and TSE331-3U model turboshaft

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Biweekly 2006-15

2006-14-08		Mitsubishi Heavy Industries	MU–2B–26A, MU–2B–36A, MU–2B–40, and MU–2B–60
2006-15-01		Twin Commander Aircraft Corporation	690, 690A, and 690B
2006-15-02	S 2003-09-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-15-03	S 2003-13-04	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-15-07		Mitsubishi Heavy Industries, LTD.	MU–2B, MU–2B–10, MU–2B–15, MU–2B–20, MU–2B–25, MU–2B–26, MU–2B–26A, MU–2B–30, MU–2B–35, MU–2B–36, MU–2B–36A, MU–2B–40, and MU–2B–60
2006-15-08		Honeywell International Inc.	Engine: TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR turboprop

Biweekly 2006-16

2004-16-15 R1	R 2004-16-15	Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N, N1, and SA-366G1
2006-15-14		Eurocopter Canada Limited	Rotorcraft: BO 105 LS A-3
2006-15-19		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2006-16-04	S 2004-24-04	Rolls-Royce Corporation	Engine: 250-B and 250-C series turboshaft and turboprop

Biweekly 2006-17

2006-02-08R1	R 2006-02-08	Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-16-13		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2006-16-19		B-N Group Ltd.	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R series
2006-16-20		DG Flugzeugbau GmbH	Sailplane: DG-1000S
2006-17-01		Mitsubishi Heavy Industries	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-17-02	S 84-09-05	Grob-Werke	Sailplane: G102 ASTIR CS
2006-17-03		Stemme GmbH & Co. KG	Sailplane: S10, S10-V, and S10-VT
2006-17-04		Cessna	172R, 172S, 182T, T182T, 206H, and T206H
2006-17-05		Mitsubishi Heavy Industries	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-17-51	E	Agusta S.p.A.	Rotorcraft: AB139

Biweekly 2006-18

2006-16-13	COR	Pilatus Aircraft Ltd	PC-12 and PC-12/45
2006-16-18		Sandel Avionics Incorporated	Appliance: Terrain awareness warning system/radio magnetic indicator (TAWS/RMI) units
2006-17-51	FR	Agusta S.p.A.	Rotorcraft: AB139
2006-18-01	S 2004-23-15	MD Helicopters, Inc.	Rotorcraft: MD900
2006-18-51	E	Raytheon	1900, 1900C, and 1900D

Biweekly 2006-19

2006-18-15		Hartzell Propeller Inc.	Propeller: ( )HC-( )2Y( )-( ) series
2006-18-16		Raytheon	390
2006-18-51	FR	Raytheon	1900, 1900C (C-12J), 1900D
2006-19-01		Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, D, and AS355E
2006-19-05		See AD	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, UH-1P, and SW204, SW204HP, SW205, and SW205A-1

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Biweekly 2006-20

2006-19-08		Stemme GmbH & Co. KG	Sailplane: S10-VT
2006-19-09		Raytheon	B300
2006-19-10	S 2005-17-19	Cirrus Design Corporation	SR20 and SR22
2006-19-11		Gippsland Aeronautics Pty. Ltd.	GA8
2006-20-07		Rolls-Royce	Engine: 250-C30, -C30G, -C30G/2, -C30M, -C30P, -C30R, -C30R/1, -C30R/3, -C30R/3M, -C30S, -C30U, -C40B, -C47B, and -C47M turboshaft
2006-20-09		Lycoming Engines	Engine: (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 series reciprocating
2006-20-10		Air Tractor, Inc.	AT-802 and AT-802A

Biweekly 2006-21

2006-20-13		Fuji Heavy Industries, Ltd.	FA-200 series
2006-21-03		Cirrus Design Corporation	SR20, SR22

Biweekly 2006-22

2006-21-10		Turbomeca	Engine: Arriel 2B, 2B1, and 2B1A turboshaft
2006-21-11		Turbomeca	Engine: Turmo IV A and IV C series turboshaft
2006-21-12	S 2003-22-13	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2006-22-05	S 2003-04-06	Various Aircraft	SEE AD
2006-22-08		Air Tractor, Inc.	AT-602, AT-802, and AT-802A
2006-22-10		Schempp-Hirth Gmbh & Co. KG	Sailplane: Mini-Nimbus B and Mini-Nimbus HS-7
2006-22-11		EADS SOCATA	TBM 700
2006-22-12	S 2004-21-01	Hartzell Propeller Inc	Propeller: HC-B5MP-3( )/M10282A( )+6 and HC-B5MP-3( )/M10876( )( )( )( ) five-bladed

Biweekly 2006-23

2006-23-01		Pilatus Aircraft Ltd	PC-7
2006-23-02		Raytheon Aircraft Company	C90A, B200, B200C, B300, and B300C
2006-23-03		B-N Group Ltd.	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R
2006-23-04		Diamond Aircraft Industries	DA 40
2006-23-08		Societe de Motorisations Aeronautiques	Engine: SMA SR305-230 and SR305-230-1 reciprocating
2006-23-09		Air Tractor Inc.	AT-602

2006-23-01 Pilatus Aircraft Ltd.: Amendment 39-14813; Docket No. FAA-2006-25582; Directorate Identifier 2006-CE-42-AD.

Effective Date

(a) This AD becomes effective on December 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model PC-7 airplanes, manufacturer serial numbers 101 through 618 inclusive, that are certificated in any category.

Unsafe Condition

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified in this AD are intended to detect and correct cracks in the nose skin and adjacent structure above the left and right main landing gear bay and in the forward support structure of the floor panel. Crack propagation in certain areas could lead to failure of the main wing torsion box. This failure could result in loss of control.

Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect: (i) The forward area of the floor panel and the related structure for cracks using magnified, visual methods. (ii) The nose skin and adjacent structure above the left and right main landing gear bay for cracks using eddy-current, non-destructive methods.	Initially inspect within the next 150 hours time-in-service or 6 calendar months, whichever occurs first, after December 13, 2006 (the effective date of this AD), unless already done. Repetitively inspect thereafter at intervals specified in paragraph 2. B. of Pilatus PC-7 Aircraft Maintenance Manual (AMM) 05-10-00, dated March 4, 2005.	Do the initial inspection following Pilatus PC-7 Service Bulletin No. 57-009, dated January 29, 2004. Do the repetitive inspections following the procedures in AMM 57-10-03, dated March 4, 2005, and AMM 05-30-05, dated February 28, 2006.

(2) If crack damage is found during any inspection required by paragraph (e)(1) of this AD, obtain an FAA-approved repair solution from the manufacturer through the FAA at the address specified in paragraph (f) of this AD and incorporate the repair.	Before further flight after any inspection in which crack damage is found. Further flight with crack damage is not permitted. After incorporating the repair, repetitively inspect as specified in paragraph (e)(1) of this AD.	Obtain an FAA-approved repair solution from the manufacturer through the FAA at the address specified in paragraph (f) of this AD and incorporate the repair.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Staff, FAA, Small Airplane Directorate, Attn: Doug Rudolph, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) The Federal Office for Civil Aviation Swiss AD HB-2006-374, effective date August 2, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(h) You must use Pilatus PC-7 Service Bulletin No. 57-009, dated January 29, 2004, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; fax: +41 41 619 6224.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on October 26, 2006.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-18734 Filed 11-7-06; 8:45 am]

2006-23-02 Raytheon Aircraft Company (Formerly Beech): Amendment 39-14814; Docket No. FAA-2006-25157; Directorate Identifier 2006-CE-34-AD.

Effective Date

(a) This AD becomes effective on December 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Numbers
C90A	LJ-1697 through LJ-1726, LJ-1728, LJ-1729, and LJ-1731 through LJ-1739
B200	BB-1827 through BB-1912
B200C	BL-148 and BL-149
B300	FL-379 through FL-423, FL-426, FL-428 through FL-450, and FL-452
B300C	FM-11

Unsafe Condition

(d) This AD results from a report of inspections of several affected airplanes with improperly assembled or damaged flight controls. We are issuing this AD to detect and correct improperly assembled or damaged flight controls, which could result in an unsafe condition by reducing capabilities of the flight control and lead to loss of control of the airplanes.

Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect the entire flight control system for improper assembly and any damage.	At whichever of the following occurs first: (i) Within 100 hours time-in-service after December 13, 2006 (the effective date of this AD); or (ii) At the next annual inspection that occurs at least 30 days after December 13, 2006 (the effective date of this AD).	Follow Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006.
(2) If you find any improperly assembled or damaged flight controls as a result of the inspection required by paragraph (e)(1) of this AD, take corrective action as specified in the service information.	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, ATTN: Chris B. Morgan, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4154; facsimile: (316) 946-4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(g) You must use Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on October 27, 2006.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-18727 Filed 11-7-06; 8:45 am]

2006-23-03 B-N Group Ltd: Amendment 39-14815; Docket No. FAA-2006-25668; Directorate Identifier 2006-CE-44-AD.

Effective Date

(a) This AD becomes effective on December 14, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R series (all individual models included in Type Certificate Data Sheet (TCDS) A17EU, Revision 16, dated December 9, 2002) airplanes; that are certificated in any category.

Unsafe Condition

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the United Kingdom. The actions specified in this AD are intended to detect and correct damaged and/or worn horizontal stabilizer attachment bolts and anchor nuts, which could result in failure of the horizontal stabilizer. This failure could result in loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect the horizontal stabilizer attachment bolts and anchor nuts for damage and wear.	Within the next 50 hours time-in-service (TIS) or 2 months, whichever occurs first, after December 14, 2006 (the effective date of this AD).	Follow B-N Britten-Norman Aircraft Limited Service Bulletin number SB 302, Issue 2, dated April 12, 2005.

(2) If you find any damaged or worn horizontal stabilizer attachment bolts and/or anchor nuts during the inspection required in paragraph (e)(1) of this AD, replace with new, modified horizontal stabilizer attachment bolts as specified in the service information (or FAA-approved equivalent part).	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow B-N Britten-Norman Aircraft Limited Service Bulletin number SB 302, Issue 2, dated April 12, 2005. Do any necessary replacements following B-N Group Ltd. Modification Leaflet for Mod NB-M-1787, Issue 1, dated August 1, 2005.
(3) If you do not find damaged or worn horizontal stabilizer attachment bolts and/or anchor nuts during the inspection required in paragraph (e)(1) of this AD, replace the horizontal stabilizer attachment bolts and anchor nuts with new, modified horizontal stabilizer attachment bolts as specified in the service information (or FAA-approved equivalent part).	Upon accumulating 1,000 hours TIS after the inspection required in paragraph (e)(1) of this AD.	Follow B-N Group Ltd. Modification Leaflet for Mod NB-M-1787, Issue 1, dated August 1, 2005.
(4) You may replace the horizontal stabilizer attachment bolts and anchor nuts with the new, modified horizontal stabilizer attachment bolts as specified in the service information (or FAA-approved equivalent part) at any time, but no later than the applicable times specified in paragraphs (e)(2) and (e)(3) of this AD. After installing the new, modified horizontal stabilizer attachment bolts, no further action is required.	As of December 14, 2006 (the effective date of this AD).	Follow B-N Group Ltd. Modification Leaflet for Mod NB-M-1787, Issue 1, dated August 1, 2005.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Albert J. Mercado, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) MCAI United Kingdom Civil Aviation Authority AD No. G-2004-0014 R1, Effective Date: July 29, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(h) You must use B-N Britten-Norman Aircraft Limited Service Bulletin number SB 302, Issue 2, dated April 12, 2005, and B-N Group Ltd. Modification Leaflet for Mod NB-M-1787, Issue 1, dated August 1, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact B-N Group Ltd., Bembridge Airport, Isle of Wight, PO35 5PR, United Kingdom; telephone: +44 (0) 1983 872511; fax: +44 (0) 1983 873246.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on October 30, 2006.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-18723 Filed 11-8-06; 8:45 am]

2006-23-04 Diamond Aircraft Industries GmbH: Amendment 39-14816; Docket No. FAA-2006-26165; Directorate Identifier 2006-CE-57-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 28, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model DA 40 airplanes equipped with Garmin G1000 supplemental type certificate (STC) SA01254WI, serial numbers 40.448 through 40.673, excluding 40.538, 40.590, 40.641, 40.642, 40.644, 40.651, 40.654, 40.655, and 40.699, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states that the aircraft manufacturer has identified that during production installation of the Garmin G1000 STC some parts of the installed fuel system indicating system were contaminated with particles from the manufacturing process. If not corrected, this may lead to improper engine operation, power loss or in-flight engine failure. The MCAI requires you to do a one time special inspection and recertification for the effected airplanes.

Actions and Compliance

(e) Prior to further flight, unless already done, inspect engine fuel system for possible contamination of fuel per Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 40-048/2, Revision 2, dated September 26, 2006; and Work Instruction WI-MSB-40.048/2, Revision 2, dated September 26, 2006.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Sarjapur Nagarajan, Aerospace Safety Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to European Aviation Safety Agency (EASA) Emergency Airworthiness Directive No.: 2006-0295-E, dated September 26, 2006; Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB-40-048/2, Revision 2, dated September 26, 2006; and Diamond Aircraft Industries GmbH Work Instruction WI-MSB-40.048/2, Revision 2, dated September 26, 2006, for related information.

Material Incorporated by Reference

(h) You must use Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB-40-048/2, Revision 2, dated September 26, 2006; and Diamond Aircraft Industries GmbH Work instruction WI-MSB-40.048/2, Revision 2, dated September 26, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straβe 2, A-2700 Wiener Neustadt, Germany; telephone +43 2622 26700; fax +43 2622 26780.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri on October 30, 2006.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-18732 Filed 11-7-06; 8:45 am]

2006-23-08 Societe de Motorisations Aeronautiques (SMA): Amendment 39-14820; Docket No. FAA-2006-26102; Directorate Identifier 2006-NE-36-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 22, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to SMA SR305-230 and SR305-230-1 reciprocating engines. These engines are installed on, but not limited to, Cessna 182, Maule M-7, and Piper PA-34 airplanes.

Reason

(d) European Aviation Safety Agency, (EASA), Emergency Airworthiness Directive No. 2006-0312-E, dated October 13, 2006 states:

Over a period of time, the alteration of one electronic control unit (ECU) electronic component can cause a rapid uncontrolled power increase. Several occurrences have already been reported during engine start or during engine warm-up.

The event described in the EASA AD can also occur in flight which can result in loss of control of the airplane.

Actions and Compliance

(e) Unless already done, do the following actions before further flight.

(1) Determine the serial number (SN) of the ECU installed on the aircraft. Do not operate the engine if the ECU SN is 131 and below, except SN 70, 71, 83, and 88.

(2) If the ECU SN is 131 and below, except 70, 71, 83, and 88, remove and replace the ECU with an ECU having a SN of 132 and above.

FAA AD Differences

(f) None.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Engine Certification Office, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to mandatory continuing airworthiness information (MCAI) EASA Airworthiness Directive No. 2006-0312-E, dated October 13, 2006, and SMA Service Bulletin No. SB-01-76-004, dated October 10, 2006, for related information.

Material Incorporated by Reference

(i) None.

Issued in Burlington, Massachusetts, on October 31, 2006.
Francis A. Favara,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E6-18666 Filed 11-6-06; 8:45 am]

CORRECTION: Today, November 9, 2006, on page 65719 and 65721, column one of the Federal Register (FR), the AD number is *incorrect*. It should read "AD 2006-23-**09**". We have corrected this copy and will issue a correction to the FR.

2006-23-09 Air Tractor, Inc.: Amendment 39-14798; Docket No. FAA-2004-20007; Directorate Identifier 2004-CE-50-AD.

Effective Date

(a) This AD becomes effective on December 14, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD affects Model AT-602 airplanes, all serial numbers beginning with 602-0337, that are certificated in any category.

Unsafe Condition

(d) This AD is the result of fatigue cracking of the wing main spar lower cap at the centerline splice joint outboard fastener hole. The actions specified in this AD are intended to detect and correct cracks in the wing main spar lower cap, which could result in failure of the spar cap and lead to wing separation and loss of control of the airplane.

Compliance

(e) To address the problem, do the following:

(1) Before doing the initial eddy current inspection required in paragraph (e)(2) of this AD, gain access for the inspection by cutting inspection holes, modifying the vent tube, and installing cover plates; unless already done. Follow Snow Engineering Co. Service Letter 204, revised March 26, 2001, Drawing titled "602 Spar Inspection Holes and Vent Tube Mod.," dated November 13, 2003.

(2) Eddy current inspect the wing center splice joint outboard two fastener holes in both the right and left wing main spar lower caps for cracks. Follow Snow Engineering Co. Process Specification 197, Revised June 4, 2002. For the following airplanes, use the wing spar lower cap hours time-in-service (TIS) schedule below in Table 1 of this AD to do the initial and repetitive inspections:

Table 1.—Compliance Times for Inspection

Serial Numbers:	Condition:	Initially inspect:	Repetitively inspect thereafter at the following intervals:
(i) 602-0337 through 602-0584	As manufactured	Upon accumulating 2,000 hours TIS or within 50 hours TIS after December 14, 2006 (the effective date of this AD), whichever occurs later, unless already done.	1,000 hours TIS
(ii) 602-0337 through 602-0584	Modified with cold-worked fastener holes following Snow Engineering Co. Service Letter #244, dated April 25, 2005	If performing the cold-working procedure in Service Letter #244, it includes the eddy current inspection.	2,000 hours TIS

(3) Do an eddy current inspection as part of the cold working procedure in Service Letter 244, dated April 25, 2005, even if the wing spar was previously inspected.

(4) One of the following must do the inspection:

(i) A level 2 or 3 inspector certified in eddy current inspection using the guidelines established by the American Society for Nondestructive Testing or NAS 410; or

(ii) A person authorized to perform AD maintenance work and who has completed and passed the Air Tractor, Inc. training course on Eddy Current Inspection on wing lower spar caps.

(f) For the airplanes listed in paragraph (e)(2) of this AD, as terminating action for the inspection requirements, you may modify your wing by installing part number (P/N) 20996-2 steel web plate and P/N 20985-1/2 8-bolt splice blocks following Snow Engineering Co. Drawing 20998, Revision B, dated September 28, 2004, and cold work the lower spar cap two outboard fastener holes at the wing center section splice connection following Snow Engineering Co. Service Letter 240, dated September 30, 2004.

(g) For all affected airplanes listed in paragraph (e)(2) of this AD, repair or replace any cracked spar cap before further flight. For repair or replacement, do one of the following:

(1) For cracks that can be removed by performing the terminating action listed in paragraph (f) of this AD above, perform the actions in paragraph (f) of this AD.

(2) For cracks that can not be removed by performing the terminating action in paragraph (f) of this AD, you must replace the lower spar caps and associated parts listed in paragraph (h) of this AD before continued flight.

(h) For all Model AT-602 airplanes, upon accumulating 6,500 hours TIS on the wing spar lower caps or within the next 50 hours TIS after December 14, 2006 (the effective date of this AD), whichever occurs later, replace the wing lower spar caps, splice blocks and hardware, wing attach angles and hardware, and install the steel web plate, P/N 20996-2, if not already installed, following Snow Engineering Co. Drawing 20776, Sheet 2, Revision A, dated August 30, 2004. Compliance with this paragraph terminates the inspection requirements of paragraph (e)(2) of this AD.

(i) Report any cracks you find within 10 days after the cracks are found or within 10 days after December 14, 2006 (the effective date of this AD), whichever occurs later. Include in your report the airplane serial number, airplane TIS, wing spar cap TIS, crack location and size, corrective action taken, and a point of contact name and phone number. Send your report to Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 and those following sections) and assigned OMB Control Number 2120-0056.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Fort Worth Airplane Certification Office, FAA, ATTN: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) None.

Material Incorporated by Reference

(l) You must use the service information specified in Table 2 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Air Tractor, Inc. at address P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; or facsimile: (940) 564-5612.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Table 2.—Material Incorporated by Reference

Snow Engineering Co. Service Information	Date
Process Specification #197	Revised June 4, 2002
Drawing 20776, Sheet 2, Revision A	August 30, 2004
Service Letter #204	Revised March 26, 2001
Service Letter #240	September 30, 2004
Drawing 20998, Revision B	September 28, 2004
Service Letter #244	April 25, 2005

Issued in Kansas City, Missouri, on October 26, 2006.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-18688 Filed 11-8-06; 8:45 am]